



Engineering: Implement physical improvements to streetscape.

Adult School Crossing Guard Guidelines

http://guide.saferoutesinfo.org/crossing_guard/index.cfm

Prepared by the Pedestrian and Bicycle Information Center (PBIC)

Adult School Crossing Guard Guidelines



Adult school crossing guards play an important role in the lives of children who walk or bicycle to school. They help children safely cross the street at key locations. They also remind drivers of the presence of pedestrians. The presence of adult crossing guards can lead to more parents feeling comfortable about their children walking or bicycling to school. While the primary role of an adult school crossing guard is to guide children safely across the street, children also remain responsible for their own safety. In this manner, a guard plays another key function – a role model helping children develop the skills necessary to cross streets safely at all times.

The design and implementation of an adult school crossing guard program is largely the decision of local communities. Some federal guidance exists and there are some state and local requirements pertaining to the operation of guard programs, but these vary across the country. Ideally, the development of an adult school crossing guard program involves a community partnership that includes the expertise of law enforcement agencies, traffic engineering or planning departments and school systems. Working together with parents, this community group identifies the locations where adult school crossing guards are needed and the appropriate number of guards for each location. The group establishes crossing procedures for a variety of traffic situations as well as hires, trains and equips the guards and secures long-term funding for the program.



This resource outlines guidelines for a School Crossing Guard program, including:

- Role of the Adult Crossing Guard
- Elements of a Crossing Guard Program
- Identifying the Locations Where Adult School Crossing Guards Are Needed
- Hiring and Training Adult School Crossing Guards
- Funding the Adult School Crossing Guard Program
- Crossing Procedures for a Variety of Situations

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<http://www.smartgrowthamerica.org/complete-streets>

Organized by Smart Growth America's National Complete Streets Coalition



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Complete Streets is a nationwide movement integrating people and places in the planning, design, construction, operation, and maintenance of transportation networks.

The Coalition promotes the development and implementation of policies and professional practices that ensure that streets are safe for people of all ages and abilities, balance the needs of different modes, and support local land uses, economies, cultures, and natural environments.

Guiding Principles for Applying Safe Routes to School Engineering Solutions

guide.saferoutesinfo.org/engineering/guiding_principles_for_applying_srts_engineering_solutions.cfm

Prepared by the Pedestrian and Bicycle Information Center (PBIC)

Guiding Principles for Applying Safe Routes to School Engineering Solutions

Several principles guide this discussion of SRTS engineering solutions as well as the design of a built environment that provides safe routes for children as they walk and bicycle to school. The following list states and briefly describes some of the principles:

Infrastructure within the school zone and beyond is a prerequisite for walking and bicycling.

The physical environment often determines whether many children walk or bicycle to school. To safely walk or bicycle to school along a street or separate path, or to cross a street along the way, children need well-designed, well-built, well-maintained, and accessible facilities.

SRTS programs address infrastructure needs at schools as well as along a child's route to school. Children walk and bicycle to school from locations outside the immediate school zone and often from beyond the school's designated walk zone.

Accessibility Required

An important aspect of enabling children with disabilities to walk and bicycle to school is provision of accessible infrastructure. Guidelines for making schools sites and routes to school accessible for children with disabilities can be found in the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the Public Rights-of-Way Accessibility Guidelines (PROWAG). Throughout this guide, the term "pedestrian" should be understood to include students using assistive devices such as wheelchairs.



Walkways and crossings are prerequisites for walking. Portland, OR.

This resource outlines the best practices and major guidelines for effectively engineering safe routes.

Selecting School Bus Stop Locations

http://guide.saferoutesinfo.org/school_bus_locations/index.cfm

Prepared by the Pedestrian and Bicycle Information Center (PBIC)

Selecting School Bus Stop Locations



Transporting students to and from school safely is a foremost priority for school transportation directors, school bus drivers, crossing guards and others involved in getting students to school. School children travel to and from their schools by a variety of modes including school buses, private vehicles, carpools, public and private transportation providers, bicycles and on foot.

School buses are the safest mode of transportation to and from school in the United States (Transportation Research Board [TRB], 2002). According to the National Highway Traffic Safety Administration, approximately 450,000 public school buses travel approximately 4.3 billion miles to transport 23.5 million children to and from school and school-related activities (2006). On average, 20 school-age children die each year in school bus-related crashes or incidents. Of these 20, five of the children are injured inside the bus, five are struck by other vehicles, and 10 are struck by the school bus itself (TRB, 2002). These statistics indicate that there's an opportunity for even this very safe form of travel to improve the safety of both the locations where students wait for the school bus and the routes students travel between home and the school bus stop.



School transportation planners are tasked with planning bus routes. However, only fragmented information regarding safety considerations for determining the location of school bus stops has been available to them. Generally, the placement of school bus stops dictates not only the routes that students will have to travel between home and the stop, but also the conditions in which the student will be waiting, and both impact student safety.

This resource provides guidelines for selecting bus stops that reflect a priority of safety for students getting to and from bus stops and while waiting for their buses.

The primarily goals are to provide school bus transportation professionals with information they will find useful in developing new policies or revising existing policies and procedures for selecting school bus stops.

Another goal is to encourage districts to establish policies that provide the safest school bus stops possible, within existing constraints.

Student Drop-Off and Pick-up Tools

http://guide.saferoutesinfo.org/dropoff_pickup/student_drop-off_and_pick-up_tools.cfm

Prepared by the Pedestrian and Bicycle Information Center (PBIC)

Student Drop-off and Pick-up Tools

When assessing the drop-off and pick-up process, activity on school grounds (on site) as well as activity in the area surrounding the school (off site) must be considered. These images depict an on-site drop-off and pick-up process that is orderly - motor vehicles are approaching single file and releasing students directly to the sidewalk in the designated drop-off zone.



But, off site, on a street near the same school, the process is chaotic. Notice the backed-up street, delaying commercial vehicles, school buses and parents wishing to drop off children. Such situations are often accompanied by unsafe driving behavior as everyone rushes to beat the morning bell or get to work on time. Developing safe routes to schools requires an orderly process for dropping off and picking up children both on and off the school campus.



These resources include:

- Curb stripping and other pavement markings
- Signage
- Separating motor vehicles from pedestrians and bicyclists
- Adding a drop-off and pick-up lane
- Assistants to help students exit and enter motor vehicles
- Adding an off-site queuing lane
- Temporary street closure and one-way street
- Frequent reminders using school announcements and newsletters
- Monitoring and enforcement

The Better Block

<http://betterblock.org>

The Better Block works with schools, parks, and block clubs to use different city resources to eliminate barriers of walking, biking, and using public transit in communities.

The organization selects partner groups to receive consultation including presentations and specific strategies to create changes to the built environment.